

EXECUTIVE SECRETARIAT

ROUTING SLIP

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI				
2	DDCI				
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA				
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC				
11	IG				
12	Compt				
13	D/OLL				
14	D/PAO	X			
15	D/PERS				
16	VC/NIC				
17	SA/DDO		X		
18	ER				
19					
20					
21					
22					

SUSPENSE _____ Date _____

Remarks

To #14: For response as appropriate.

Executive Secretary

27 DEC 85

Date

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*Hamilton Communications
Consultants, Inc.*

Executive Registry

85- 5059

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November 26, 1985

Mr. William J. Casey
Head of C.I.A.
Central Intelligent Agency
Washington, DC 20505

Dear Mr. Casey:

So, yet other terrorist attacks against our right to live. There are, ways in which our people - all people can be protected against such cowardly, dastardly acts which can occur in our vast people-transporting systems. This, as applies to all means of conveyance except, perhaps, the personal automobile.

To concentrate on the most vulnerable - air passenger conveyance; and, as a professional communications engineer of many years active in AM-FM-TV broadcasting development, the following practical proposal is herewith delineated:

1. Equip each international passenger-carrying aircraft with a number of TV cameras situated in well choosen locations throughout the aircraft, so designed as to respond to "invisible light illumination".
2. Said bank of TV cameras shall be sequentially switched so as to permit the "cockpit personnel" to observe action and fix any location.

NOTE: There is a minimum of two and most often three persons on active duty in the cockpit area - pilot, co-pilot, and engineer.

3. Maintain within the general airconditioning & individual passenger-controlled, directed-air-flow, a system for introducing a non-odorous, non-toxic anaesthetic gas which will render all persons within the "danger area or cabin" harmlessly unconscious.

NOTE: This measure, of course, under the manadatory control of dual security lock-unlock flight deck personnel.

4. Provide for broadcast of the cabin picture and cockpit (or cabin audio via delegated "video/audio - emergency - frequencies" for transmission to all international commercial-air-travel airports.

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NOTE 1: Said broadcast may continue after landing in order to scan the disembarking operation - also via sequential position scanning. Too - remote camera switching from the control tower is feasible.

NOTE 2: A slow motion, video/audio tape recorder may be interfaced to make a record of all flight activity.

That the above concept is practical and achievable is self evident. As a matter of aiding in the solution/prevention/correction in this "fight against terrorism" I shall be pleased to further review the various potentials as may be propitious.

Sincerely,



G. Edward Hamilton, P.E., President
Hamilton Communications
Consultants, Inc.

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P.S. With digital control and radio frequency assignment, contact with aircraft operations staff and equipment assignment delegation is available with current technology. It is a practical solution to a most complex atrocity. That such a broadcast system can be used for monitoring in flight training/maneuvers is self-evident.